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message directly into said onboard maintenance documentation by actuating a real time highlighted (CMC) fault or (EICAS) message on a real time (CMC) display thereby causing fault isolation documentation to be displayed which is a segment of said hyperlinked documentation.

REMARKS

Claims 1 and 2 stand objected to for failure to define abbreviations at their first occurrence in the claims. Accordingly, claims 1 and 2 have been amended in a manner believed responsive to the Examiner's objections.

Claims 1 and 2 stand rejected over Arjomand ('202) under 35 U.S.C. 103(a).

It is believed that claims 1 and 2 clearly patentably distinguish over Arjomand for the following reasons:

Column 17 of Arjomand's patent references hyperlinked documentation but there is no specific suggestion or teaching that the real time diagnostic reading from the car is directly linked into the documentation. This feature clearly distinguishes the system of claim 1 and method of claim 2 from the referenced system. The present system also uses and stores onboard hyperlinked documentation. The present claims call for automatically linking the real time diagnostic (in the present system a Central Maintenance Computer (CMC) fault or a Flight Deck Effect EICAS (Engine Indication Crew Alerting System) message directly into the documentation by simply clicking on the real time highlighted CMC fault or EICAS message on the real time CMC display thereby causing the exact fault isolation documentation to be displayed which is part of the stored hyperlinked documentation. Arjomand fails to show that the diagnostic is so linked to the documentation.

Claim 3 has been added to further define applicants' system with increasing specificity. Antecedent basis therefore is found at least in the ABSTRACT at page 8 of applicants' specification

Claim 4 has been added to define claim 4 over Arjomand which fails to show a diagnostic so linked to stored onboard hyperlinked documentation.

In view of the preceding, it is believed that claims 1-4 clearly define patentable subject matter, which Notice is solicited.

The fee for claims has been calculated as shown below:

	Claims Remaining After Amendment	Highest No. Previously Paid For	Present Extra	Rate	Add'l Fee
Total	4	Minus 20	= 0	x \$18 =	\$0
Indep.	4	Minus 3	= 1	x \$84 =	\$84
[] First Presentation of Multiple Dependent Claim				+ \$280 =	\$00
Total Additional Fee					\$84

Please charge Deposit Account No. 02-2960 in the amount of \$84.00. The Commissioner is hereby authorized to charge any additional fees, including fees for extension of time, which may be required at any time during the prosecution of this amendment without specific authorization, or credit any overpayment to Deposit Account 02-2960.

Respectfully submitted,



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ATTACHMENT FOR CLAIM AMENDMENTS

The following is a marked up version of amended claims 1 and 2 in which underlines indicate insertions and brackets indicate deletions.

1. (Amended) In combination:
a central maintenance computer system; and,
an onboard maintenance terminal;
said onboard maintenance terminal linking faults to maintenance documentation; and,
said onboard maintenance terminal further linking flight deck effect (FDE) engine
indication crew alerting system, (EICAS) messages to the aircraft fault isolation manual, (FIM)
troubleshooting procedures.
2. (Amended) The method of operating an onboard maintenance terminal for an aircraft
comprising the steps of:
selecting a real time highlighted central maintenance computer (CMC) fault or flight deck
effect (FDE) being displayed on the (CMC) maintenance terminal menus; and,
obtaining a display of the aircraft [maintenance manual] fault isolation manual (FIM)
troubleshooting procedure for the (CMC) fault[/] or flight deck effect (FDE) indication.
3. (New) A method for providing airline mechanics with an electronic maintenance
terminal (MT) for displaying real time central maintenance computer (CMC) data screens
including the steps of:
providing said airline mechanics with access to fault isolation manual (FIM)
troubleshooting procedures via an internal software hot link between the (CMC) fault code and
the (FIM) procedure wherein (FIM) data is a subset of an electronic portable maintenance aid
(PMA) data; and
further linking a flight deck effect (FDE) engine indication crew alerting system (EICAS)
messages to (FIM) troubleshooting procedures.

4. (New) An integrated onboard maintenance documentation system having a central maintenance computer (CMC);

storing hyperlinked documentation;

means for automatically linking a real time diagnostic central maintenance computer (CMC) fault or a flight deck effect (FDE) engine indication crew alerting system (EICAS) message directly into said onboard maintenance documentation by actuating a real time highlighted (CMC) fault or (EICAS) message on a real time (CMC) display thereby causing fault isolation documentation to be displayed which is a segment of said hyperlinked documentation.